

## **BICYCLE RACING GUIDELINES**

Legislation passed in 1977 by the North Carolina General Assembly requires that all bicycle races involving state and local roads must be authorized by designated state and local authorities:

**North Carolina General Statute (GS) 20-171.2 reads as follows:**

### **Bicycle Racing**

a. Bicycle racing on the highways is prohibited except as authorized in this section. b. Bicycle racing on a highway shall not be unlawful when a racing event has been approved by State or local authorities on any highway under their respective jurisdictions. Approval of bicycle highway racing events shall be granted only under conditions which assure reasonable safety for all race participants, spectators and other highway users, and which prevent unreasonable interference with traffic flow which would seriously inconvenience other highway users. c. By agreement with the approving authority, participants in an approved bicycle highway racing event may be exempted from compliance with any traffic laws otherwise applicable thereto, provided that traffic control is adequate to assure the safety of all highway users. The North Carolina Department of Transportation has worked with the North Carolina State Highway Patrol and North Carolina representatives of the United States Cycling Federation to develop the following guidelines for bicycle racing on public roads.

### **Explanation of GS 20-171.2(b) and Guidelines for Bicycle Races in NC**

The authorities who can approve racing events are local governing bodies and/or the NC Department of Transportation. These authorities will seek the advice of law enforcement agencies since the safety of all road users is affected. Approval for a racing event will be granted when plans for that event have been received and found satisfactory by the appropriate authorities. Reasonable safety implies that the racers, spectators, and other highway users have been accommodated so as not to place one in conflict with another. Racers must have a well-defined course to follow as well as specifications as to where on the highway they are to ride and where not. Special attention should be given to the volume of normal auto traffic and road conditions. Details of race format must be clear and easily understandable by everyone. Disqualification of race rule-breakers and stragglers, if applicable, must be clarified. Plans must include provisions for spectators, with special areas noted where congregation will occur. The other highway users are of most concern. If the racecourse is totally closed, what type of race does this entail? How will the closing be enforced? How long will the race last? Are alternate routes for non-race traffic suggested? If the race is open or partially open to other traffic, how is this traffic controlled and what safety guarantees are provided for both racers and non-racers?

Prevention of unreasonable interference with the traffic flow indicates that a small volume of traffic is involved with the race route; that a short period of time is taken for the race; that alternate traffic routes are provided for and that traffic is directed to these alternatives; that ease of other traffic flow along with the conduct of the race is provided for; and/or no major business services of traffic generated are affected by the race course.

**Explanation of GS 20-171.2(c)**

If all prior safety measures have been provided for and approved, specific traffic controls enforceable under the law (stop signs, traffic signals, etc.) may be waived, where necessary to the operation of the race, acceptable by the approving authority, and enforced by adequate traffic controls or personnel.

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